

Today's Advertisements.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the RATE of FOUR per cent (ONE DOLLAR and FIFTY CENTS per Share) for the Six months ending 30th June, 1901, will be paid on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th July, both Days inclusive.

MEYER & CO., General Managers.
Hongkong, 26th June, 1901. [670c]

TO LET.

A HOUSE in KIPON TERRACE.
HOUSES at LEIGHTON HILL.
"FAIRVIEW"—KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 26th June, 1901. [209c]

COTTAM & Co.

THIS WEEK'S SPECIALTY:
ENGLISH & AMERICAN TRAVELLING TRUNKS.

SUMMER UNDERWEAR:
THE VERY LATEST IN SHIRTS, COLLARS and SCARVES.
Hongkong, 26th June, 1901. [671c]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship

"MAIZURU MARU."
Captain K. Suzuki, will be despatched for the above Ports, on SATURDAY, the 29th instant. For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 26th June, 1901. [226c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship

"CATHERINE APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 26th June, 1901. [669c]

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Occultist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (E. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
MR. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVISE FREE. [1453b]

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 26, 1901.

NOTES AND COMMENTS.

Cleaning Up.

The general house-to-house cleansing in No. 5 Health District is still being carried on and filth is being cleared out by the cartload. There can be very little doubt that this thorough scouring of a dirty quarter will do an immense amount of good, but it has come too late. The experience of other years teaches us that about now we may expect the plague to commence to subside of its own accord, and thus the object lesson of the cleansing of No. 5 District will be, to a great extent, lost. Commencing this very necessary work so late in the day looks very much like closing the stable door after the horse has been stolen, and no amount of energy on the part of the Authorities will now convince the public that they (the Authorities) have done their duty.

By now the Authorities ought to be convinced that plague may be looked upon as an annual scourge in Hongkong. Everybody else is convinced of the fact, and as it generally takes Officialdom a long time to learn things, there may now be some faint hope that this plain fact, having been long "the subject of anxious consideration, by those whose professional knowledge and, etc., etc.," has been duly assimilated. If this is so, it stands to reason that the Government should begin to act and to take some steps whereby the epidemic which is to break out early next year may be checked or mitigated.

Although No. 5 Health District will be comparatively clean by the time the Sanitary Authorities have finished with it, there can be little doubt but that it will be in just as filthy a state as ever in another six months, and steps should be taken to prevent this. It is also equally certain that other portions of the city are quite as filthy, and that they need a thorough cleansing just as badly as does the portion now in the hands of the broom and bucket brigade.

We would suggest that the Sanitary Staff be permanently increased, so that the much maligned sanitary inspector has a district assigned to him that it will not take him more than a week to thoroughly inspect. Next, that a separate organization be formed consisting of, say, ten inspectors, each with twenty coolies under him, who shall pass their whole time in moving from one district to another and engaging in a grand house-to-house clean-up, such as is now in progress in No. 5 Health District. They could take the dirtiest districts first, and when these were completed there would be plenty of filth collected elsewhere for them to attack. Notice should be given to the Chinese that such of them as kept their houses in a dirty state would have them cleaned for them and would, in addition, be fined for each offence. Then they would see that the only way in which to escape the inconvenience of having their whole homes turned out and cleaned periodically would be by doing the job themselves. We fancy a little pressure brought to bear in this manner would soon show good results.

We also think that house-to-house visitation should never have been abandoned here. So far as we are able to judge, and we have poked about amongst the Sanitary Inspectors a good deal of late, there is not that immense fear of the inspector's visits shown by the Chinese which their representatives, both in the Sanitary Board and Council, would have us believe. It is only those who are trying to conceal plague cases who are thus fearful of the inspectors, and surely they are not worthy of consideration. There is plenty of aid available too, for the Twenty-second Bombay Infantry have done plague duty in India and would, we believe, be quite willing to come to the rescue of the Authorities whenever called upon to do so.

We also want some more doctors. It is no use getting out one extra man. Let the Government indent for ten or a dozen and they will find that there will be ample work for all. It has been very ably pointed out that another is required for the Harbour work, another is wanted for the Mortuary, a couple more at least for the Civil Hospital, a couple more for the Government Dispensary, and six extra men are accounted for without supplying any assistance for our hard-worked Medical Officer of Health. He could do with four or five at his disposal, and could keep them busy all day long.

Another thing we require is a little less of this "anxious consideration." It takes a great deal too long and never does anyone a bit of good, for by the time this question has been "anxiously considered," the necessity for consideration has passed and the whole of the strain put upon the mighty brains of the anxious ones has been wasted. We want a little more action and a great deal less stupid talk and bickering. Let the Governor tell certain unprofessional Officials that they only waste their own and other people's time in trying to pick holes in reports upon technical subjects by professional men, and that they had much better remain silent and see that their own departments are up to the mark, and he will have done a wise thing and earned the gratitude of the public. These gentlemen may be Heaven-born geniuses, and Cadets, and B.A.s, and all sorts of other things, but even the German Emperor has pointed out that he is not quite infallible; and so we may take it for granted that these gentlemen did not imbibe knowledge from their feeding bottles.

In fact, it is not only the Colony that wants a general clean up, but its Officials as well. They too, have become stagnant. Heaps and heaps of useless lumber has been allowed to accumulate in the dark and mysterious recesses of their brains, and it requires the broom and bucket brigade of common sense to clear all this refuse out. Let every man learn to attend to his own business and not to interfere with others, and a great step towards the cleansing of the Colony will have been made.

REUTER'S TELEGRAMS.

THE BOERS IN CAPE COLONY.

LONDON, June 22nd.

The correspondent of the *Daily Mail* at Capetown states that the invaders are swarming in the eastern and midland districts of Cape Colony, and that they number from 7,000 to 10,000 men.

The Colony from Dardrecht, to Willowmore, across to Kenhardt, and on to Mankwaland is virtually in possession of the Boers.

LATER.

BRITISH SOUTH AFRICA.

THE WATERKLOOF FIGHT.

The engagement with the Boers at Waterkloof is now confirmed. It appears the British were pursuing the enemy under Commandants Malan and Kritzinger, when they were waylaid at daybreak by another force pouring in a heavy fire as the column was preparing to start.

The fight lasted 2½ hours.

CHINA AND THE IMPORT DUTY ON OPIUM.

Lord Cranborne states that the question of an increase in the import duty on opium into China, has not yet arisen.

WEATHER REPORT.

The Observatory report says:—On the 26th at 12.10 p.m. the barometer has risen slightly on the E. coast of China, fallen considerably on the S. coast. The depression in the North has probably approached W. Japan. Pressure is also relatively low over the S. coast of China. Forecast:—S.W. and varying winds, moderate; squally, probably some thunder showers.

LOCAL AND GENERAL.

SURGEON George Gibson, R.N., of H.M.S. *Tamar*, left for Yokohama to-day, by the *Empress*, where he is to be employed in the British Naval Hospital.

The Chief Justice, Sir John Carrington, accompanied by Miss Carrington, left to-day by the *Empress* on a well earned three months' leave which will be spent in Japan.

TRINIDAD papers state that Mr. Nathaniel Nathan, Attorney General of Trinidad, now on leave is likely to be appointed to succeed Sir John Carrington as Chief Justice of Hongkong.

We hear that the Government have telegraphed to recall Dr. Atkinson, the Principal Civil Medical Officer, now on leave. As a matter of fact he should have been recalled months ago, for he will arrive too late to deal with plague this year.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the wrapper of the paper the time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph* Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

MESSRS. Cottam & Co. are now showing the very latest thing in Manila straw hats, bathing suits, towels, &c. They have a large stock of the newest fashions of collars, scarves, boots (both American and English) and specially an extensive assortment of light seasonable underwear. As is so well-known, Messrs. Cottam stand without rivals believing that, in clothing, the best is the cheapest in the long run.

THE pile of refuse behind the Tsim-tsa-tsi Police Station, to which we referred both yesterday and the day before, has now been swept up and placed in the dustcart standing alongside. Apparently it requires two paragraphs from us to remove a nuisance of this sort. We wish that the smell of Mr. Osborne's bricked up urinal could be as easily removed. We would willingly write paragraphs for a full week to accomplish that much-to-be-desired end.

NOAH'S ark is generally supposed to be the earliest ship of which we have record, but (says *Engineering*) there exist paintings of Egyptian vessels immensely older than the date, 2840 B.C., usually assigned to the ark, being indeed, probably between 70 and 80 centuries old. Moreover, there are now in existence in Egypt boats which were built about the period the ark was constructed. These are, however, small craft about 33ft long, 7ft wide, and 2ft 3ft deep. They were discovered six years ago by the eminent French Egyptologist, M. J. de Morgan, in brick vaults near Cairo, and were probably funeral boats. They are constructed of 3in acacia and sycamore planks, dovetailed together and fastened with trenails. They have floors but no ribs, and though nearly 5000 years old, they held rigidly together after their supports had been removed.

ALTHOUGH the gay and giddy "Sparklet" does not usually find much favour with the dweller in towns it is, and justly so, keenly appreciated by those whose business takes them into the leafy jungle, says the *Stam Observer* of the 14th inst. But excellent as it is it constitutes in its inner self a spice of danger. On Tuesday last, as an energetic official at Post Office No. 1 was stamping dates on some Parcels Post packages, he thumped his instrument with some force on one addressed to "Nai Yuen," of Wat Chang. There was a bang as of a magnified Chinese cracker and when the stampwielder had recovered from his surprise he found his fingers streaming with blood. Investigation of the remnants of the package elicited the fact that it had been loaded with "Sparklets" with which Nai Yuen designed to assuage his daily thirst. The Post Office Authorities were yesterday making enquiries as to the sender of this up to date infernal machine.

THE *Shanghai Mercury* understands that Li Hung-chang has bought back the Tientsin Arsenal from the Russians, who took possession of it at the time of the trouble at that port.

H.M.S. *Didon*'s pennant came to grief this afternoon. Her topmasts having been struck, the pennant got foul of her main gaff with disastrous results, so that at 2.30 she was flying two separate pennants, one from the masthead and the other from the gaff.

A JAPANESE paper states that Baron Shibusawa, President of the 1st Bank, and Mr. Asano, President of the Toyo Kaisha Kaisha, have concluded the purchase of the gold mine at Shokusan, Kogen-do, from the Korean Government. The miners employed at the mine will be engaged by the Japanese capitalists and the work will be resumed from July next.

THE *Kobe Herald* says:—A serious accident occurred on the *Dodwell* steamer *Glenogle* at Victoria, B.C. on the 13th of last month. Just as the vessel was leaving the outer wharf her high pressure cylinder head blew off, creating a general scene of wreck in the engine room of the b.g. freighter. Fortunately no one was in immediate proximity to the explosion; and the steam pressure was at about a minimum when the large steam cap to the cylinder went skyward, and the packing just below flew in all directions, sticking like putty to the walls of the engine room.

It is reported that Theodore Magers, the bedroom steward of the North German Lloyd steamer *Kaiser Wilhelm der Grosse*, who in April last at Bremen found the three gold bars behind a cornice in the second saloon, which had been missing from the specie room on the arrival of the steamer at Cherbourg, and who claimed and obtained the reward of 10,000 marks offered for the recovery of the gold, has been arrested at Bremerhaven at the instance of the North German Lloyd company, charged with being the man who abstracted the gold from the specie room.

ACCORDING to *Indian Engineering* floods are not the only obstacles with which the N.D. Railway has lately had to contend. There is a tunnel near Khairabad, which a few evenings ago was bravely held for thirty-five minutes by an army of locusts against the Bombay mail. The tactics of holding off the locusts as practised by locusts are not at all easy for a simple engine with its one idea of frontal attack to quickly defeat. The weak spot in the latter was the wheels. The locusts gathered there, and got crushed beneath them, till each crushed locust became a part of a layer of soft substance which prevented the wheel biting the rail, and so rendered useless the machinery of the engine.

Two British sailors from the *Goliath* at Nagasaki were severely handled by a Japanese crowd there on the 12th inst., in the neighbourhood of Oura. It appears (the *Press* says) that the two tars, who had been drinking in a Japanese saloon, attempted to force their way into a room upstairs in which a man was lying ill. They were ejected into the street, and were then set upon by a Japanese mob of coolies, armed with carrying poles. Four or five Japanese policemen were soon on the scene, and rescued the men from the cowardly crowd. One of the tars presented a ghastly appearance, bleeding profusely from a wound on the back of his head. The men were taken to the station, where the injured man's wound was dressed, and they were subsequently released.

WE would call the attention of our readers to the offer of a prize of fifty dollars made in our last column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be addressed to:—

The Editor,
"Hongkong Telegraph,"
50, Queen's Road Central.

A CONTEMPORARY says:—Dunning by postcard is now illegal in the United States. The owner of some property in Minneapolis sent out to a tenant a postcard, on which was written: "Your rent for this year is past due. It was the same last year. I ask you to be more prompt this year. If I do not hear from you soon the note will be placed in the hands of my attorney." The postal authorities refused to carry the card, and the United States Attorney-General instituted a prosecution. After an argument, in which it was admitted that the card was a usual "hurry-up postal," the Court convicted the defendant. The ground of the conviction was that the law provides very ample means for the recovery of debt; that the post-office is not established that purpose; and that it is an abuse of postal facilities so to use it.

THE following items are from the *Tientsin Times* of the 15th instant:—

The brigands are paying particular attention to live stock just now, and for miles round the villages have lost every horse and mule they possessed. They evidently are forming strong mounted corps.

The Chinese plenipotentiaries are endeavouring to get the Foreign Legations to choose an entirely new site outside the Tartar City, offering to pay all expenses of removal and erection of spacious legations and barracks.

The Board of Punishment, Peking, sent ten robbers to the execution ground the other day, but just before their decapitation a French guard arrived and demanded the liberation of one man, who had been falsely charged, and only nine were executed.

A Chinese interpreter in French employ with another man recently got hold of a wealthy man named Chang, and tortured him into giving them a large sum of money. After paying them, under the pain of his physical sufferings, he reported the matter to the French Authorities, who have taken his case up, and we trust the man will be given his liberty.

H.M.S. *Hermione* is sailing on Monday, July 1st. She will call at Bangkok, remaining there two or three days, then to Singapore to meet H.M.S. *Eclipse*. Thence she will go to Colombo and Aden calling at Hodeidah and Jeddah to make enquiries as to the slave trade in those quarters, and so to Port Said, Malta and Devonport.

A WATER polo match between teams representing the V. R. C. and 25th Co., S.D., R.A., will be played to-morrow at the V. R. C., Kowloon, at 5.30 p.m. sharp. The following will play for the V. R. C.:—Goal—L. E. Lammet; Backs—F. W. White, H. Rapp; H. Back—C. M. Alves; Forwards—C. Humphreys, F. K. Tala, T. Andrews.

COUNT Walderssee, says the *Japan Daily Mail*, is going through quite a series of entertainments in Tokyo. The Emperor sent a Chamberlain on the 12th instant to make particular inquiries, after the illustrious visitor's health, a pertinent message, for the Field Marshal probably finds these doings in Tokyo as wearisome from a physical point of view, as campaigning in Chihli. Replying to his Majesty's gracious message, however, he said that the beautiful scenery of Japan and the hearty welcome he is receiving here have improved the health of his mind as well as of his body. He seems to have won the hearts of all Japanese coming in contact with him by his kind and friendly demeanour.

SERIOUS ACCIDENT AT THE HONGKONG AND WHAM-POA DOCKS.

One of those inexplicable accidents which so often shock humanity occurred at the Hongkong and Whampoa Dock this morning. It appears the United States Transport *Arcturion*, now being overhauled, was going on as usual, a tremendous explosion took place inside the vessel. Assistance was promptly at hand, when it was found that besides a large number of Chinese artisans seriously injured (some mortally), six had been killed outright. On enquiry at the head office no information was forthcoming and the police, who were at once communicated with, could furnish no details as to the cause of the explosion.

AT THE MAGISTRACY.

AN OLD OFFENDER.

Li Tsun, having for an address Hongkong generally, was charged with stealing a jacket and pair of trousers.

The complainant caught him with the clothes coming out of a room in No. 30 First Street. The defendant had the usual lame excuse. He was "sitting on a bed and was arrested." Two months' hard labour.

A BARBER IN TROUBLE.

Sgt. W. Hulopp of the Royal Welsh Fusiliers charged Kloo, a barber, with trespassing in Murray Barracks. Fined \$5.

COAL STEALING.

Tang Chung has an unfortunate habit, that he has been unable to overcome, of sweeping up unconsidered trifles in the way of coal. He was found in his boat in the Bowington Canal with 7-pieps on board. He had about 120 yards in record time, but was caught by P. C. 424. One month's hard labour.

AUDACIOUS THEFT FROM THE PERSON.

Wong San and Fong Wo, two disreputable looking urchins of 16 and 17 years old, were charged with stealing a gold chain and trinkets from Mrs. Frampton in Queen's Road.

Mrs. Frampton, being sworn, gave her evidence very clearly. She was crossing Queen's Road at 11.35 yesterday morning when two boys ran out of Douglas Lane. One boy pushed the other up against her, who snatched the gold chain from her neck and ran away with the other boy. Mrs. Frampton reported the matter and afterwards identified the No. 1 defendant as the culprit. The accountant of the Cheng Tai pawn shop said he was informed of the loss of the chain, and on the 2nd defendant coming to the shop to pawn it, sent for the police. The 2nd defendant told the accountant his mother had given him the chain to pawn.

The 1st Defendant had pleaded guilty. The 2nd said the 1st asked him to pawn the things. Mr. Hazland sentenced each to 6 weeks' hard labour and 12 strokes of the birch on the back where it would do most good.

THE PLAGUE.

Number of cases reported (Chinese) 1,394 up till noon of the 25th June, 1901
Other Asiatics 46
Europeans 25

Number of cases reported (Chinese) 1,394 during the past 24 hours
Other Asiatics 0
Europeans 0

Total number of cases reported to date 1,475

Number of deaths reported (Chinese) 1,356 up till noon of the 25th June, 1901
Other Asiatics 32
Europeans 9

Number of deaths reported (Chinese) 1,356 during the past 24 hours
Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 1,405

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 50
Other Asiatics 0
European 2

Deaths Chinese 50
Other Asiatics 1
European 0

The plague returns for last week were:—
Cases 155
Deaths 152

The returns for 20th June, 1894, were:—
Total deaths to date 2,144
New cases in previous 24 hours 17
Deaths in previous 24 hours 25
Patients under treatment 155

There are no fresh European cases to report in the last 24 hours.

Mrs. Passmore is seriously ill but, with the other patients, is doing as well as could be expected.

Beauregard, Arcadia, is expected to be confirmed in the city of July.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Thursday, the 27th June, at 4.15 p.m.

ORDERS OF THE DAY.

1. Letter from Government forwarding an extract from a letter of the Chamber of Commerce.
2. Correspondence relative to the provisions of public bath-house for Chinese women.
3. Provision for two additional Senior Inspectors in the Estimates for 1902.
4. Reply from Government relative to the construction of a new approach path to Kennedy Town Plague Cemetery.
5. Appointment of two temporary Inspectors for disinfection.
6. Reply from Government regarding the planting of trees in the Kennedy Town Plague Cemetery.
7. Reply from Government relative to the Inspector's quarters at Kennedy Town.
8. Mr. Ed. Osborne, pursuant to notice, will move:—

That every domestic building hereafter erected of a greater depth than forty feet (as measured in accordance with sub-section (e) of section 56 of the Public Health Ordinance of 1901) shall be provided by the owner with a glazed skylight in the roof, of a total area of not less than one-twentieth of the total floor area of such domestic building, and every upper floor shall be provided with a well-hole, corresponding, in position and area, to such skylight.

Provided that no such provision shall be required in the case of domestic buildings which are, in the opinion of the Sanitary Board, adequately lit by means of windows opening into a side street or other open space of a width of not less than fifteen feet, in addition to being lit from the front.

The Vice-President, pursuant to notice, will move:—

That the Board urge the Government to insert in the new Building Ordinance or otherwise enact without undue delay the following provisions:—

1. No building shall exceed ½ times the width of the street upon which it fronts as measured from the outer edge of the foot-path on one side to the outer edge of the foot-path on the opposite side.

2. The width of any street which is not provided with a foot-path shall be the shortest distance measured between the main walls of the buildings on the opposite sides thereof, or the building line as determined by the Director of Public Works where there is no building opposite.

3. No verandah shall be erected in any street which is not provided with a foot-path of the width of 10 feet on that side of the street on which it is proposed to erect the verandah.

4. No balcony shall be erected in any street which is not provided with a foot-path of a width of four feet six inches on that side of the street on which it is proposed to erect the balcony.

AGENDA.

1. Correspondence relative to the finding of rats in the neighbourhood of the Parade Ground.
2. Application for the erection of a urinal on the first floor of the Hongkong and Shanghai Bank.
3. Letter from Messrs. Leigh and Orange relative to the "certificate of occupation" for certain houses on Hongkong Island Lots 222 and 223.
4. Correspondence relative to the well at No. 14, Des Vaux Road Central.
5. Minute by the Medical Officer of Health relative to precautions against Plague.
6. Mortality Statistics for this Colony for the weeks ended 8th and 15th June, 1901.
7. Mortality Returns from Macao for the weeks ended 9th and 16th June 1901.

THE CRISIS IN THE NORTH.

TIENTSIN.

Affairs in the North.

(From our own Correspondent.)

TIENTSIN, June 12th.

On Monday (10th), We had a meeting in the Gordon Hall to discuss the question of celebrating the Siege in some way, and some of us expected that the day the unique bombardment commenced would be the date commemorated. But after some discussion the 23rd was finally selected, as on that date the first relief column—that brought up by Jim Watt's despatches—reached here, and our most critical danger ceased. To hear Military men speak of it you would fancy all the trouble was over by then, whereas hard fighting went on for a month, and any time during that month had the Chinese only had the courage to co-operate and make a dash, the Settlements could have been cleaned out. The celebration will take place on the 24th in any year when, like the present, the 23rd falls on a Sunday, and is to take the form of a banquet with garden party afterwards. It would not be surprising if the banquet is abandoned in favour of garden party, only as there is great difficulty now in getting large numbers catered for, and it is doubtful if anything like a good spread will be possible. It is estimated that at least 150 civilians who were here during the siege will subscribe, and it is considered expedient to invite certain of the Military and Naval Officers as guests, especially those who were here during the siege or whose regiments represented the defending force. If the affair is properly managed, besieged residents should virtually form a Siege Society or Club for the purpose of annually commemorating the event, and the combination might be the nucleus of quite a strong political lever in time to come. Many persons wanted the celebration on July 14

to pay now. Under Chinese rule they do not know this, and every grievance calling for redress has to reach Justice (Y) over a silver pathway. Now they can go to the Yamen and get some sort of settlement, probably as good as they would get anyway, without the payment of a single fee. The Criminal Court is perhaps not so popular as the Civil, as queues are shaved off for a six months sentence, and bad debts and impostures are not infrequently made Capital offences as a warning, which is rather an eye opener—or closer—for the unsophisticated native. In some ways the natives suffer from occupation, such as many licences on the same thing, such as junkies, and the wretched owner has to get out a British, German, French and perhaps Japanese licence for the privilege of running through all the adjacent Settlements. Then, too, at certain barriers the Provisional Government pass does not preclude an extra toll being imposed by the police or whoever is in charge of the spot, and "bang goes another expense." But these are disabilities which prevail under the Chinese officials, and the people probably take but little count of them.

The work of demolishing the wall has been completed, and the Chinese houses which had to be pulled down with it have been amply compensated by land and houses in another part of the city, with little deeds and all in order so they are quite satisfied. It is to the credit of the Provisional Government that the work has been accomplished without any friction. A wide road now runs round the City in place of the wall, while wide streets intersect the City from end to end, in addition to the fine Bund road, now connects us with the Yamen. The Chinese would never make these roads as their idea is that they would facilitate the ingress of foreigners and weaken the defence.

The exodus of troops is going on, but very slowly and insignificantly. No special movement is taking place among the British, though in a general way it is stated that the 1st Brigade is getting ready, and also the Shanghai-Kwan troops.

Edicts are appearing about the institution of reforms, and the return of the Court, but I do not myself believe there is any real significance in them and they are issued for a purpose. The Court is supposed to start on September 1st, and the mid-autumn festival in Hoonan, and then come on by train to Peking and Peking direct. It is worthy of note that the officials are to extend the railway into Hoonan on purpose to save the Court trouble. I wonder if it will be there in time! Also whether the Dowager and her conservative crowd would really trust themselves to it if it was.

APPOINTMENT OF DIRECTORS OF NORTH CHINA RAILWAYS.

SHANGHAI, June 21st.
According to a letter just received here from Peking, the Comptroller General of Railways has arrived at an arrangement to appoint Chang Yen Mao Director General of Tientsin-Shanghai line and Shen Hsun-luh Director General of Hankow-Peking line. As regards the Eastern Manchurian Railway, China has arranged with Russia that the former will be responsible for the repairs of the branch line.

ARREST OF A FAMOUS SECRET SOCIETY LEADER.

Lung Chi-tse, a well-known disciple of Kwang Yu-wei and reported to be a leader of a secret society, was arrested at a native hotel called Chan-tien Hotel, French Settlement, Shanghai, the day before yesterday, said the *China Gazette* of the 20th inst. He was sought for by Viceroy Liu Kun-yi and both the magistrates of Mixed Court at Looza and French town, as well as the Shanghai magistrate have diligently been seeking him, a considerable sum being set on his head by the Viceroy Chang Chi-tung. He was discovered living quietly at the hotel by Mixed Court runners and Shanghai city magistrate's runners and was arrested by policemen. Taotai Yuan of Shanghai was informed of this news by the Shanghai magistrate Wang, and wrote yesterday to M. Ratard, the French Consul-General, asking that the prisoner be handed to the magistrate of the native city of Shanghai. On the other hand the Taotai telegraphed to the Viceroy Liu Kun-yi to get instructions as to how to treat Lung Chi-tse. We rather fancy we know what that treatment will be. How it is that the British officials and the Municipal Council have not arrested Kang Yu-wei's escape, yet his humble disciples are arrested by the assistance of the Municipal Police?

NORTHERN NEWS.

TUNG FU-HSIANG.
SHANGHAI, June 21st.
The following comes from a reliable source in Lanchow, the provincial capital of Kansu: Ex-General Tung Fu-hsiang has of late been putting his house in order as it were. It is well-known in the North-western provinces that Tung Fu-hsiang is possessed of a huge fortune not only in gold bars, gold leaf and silver syce, amassed in specially made underground stone cellars at his family residence in Ninghsia, Kansu, which is more like a large fortress than a private residence, but he possesses also 24 large pawnshops and wholesale drug shops, each of which has a capital in round numbers of Tls. 300,000, besides having private agents to lend money at heavy interest to any high official or large bank or trader that may stand in need for the moment of sums amounting anywhere from Tls. 10,000 to Tls. 100,000. The huge income that is annually derived from the above ventures by Tung Fu-hsiang does not act as a stimulant towards filling the coffers in his underground "treasury"—these are augmented by the plunder obtained in crushing insurrections and, for instance, the treasure trove that fell into his hand in Peking last year—but is used to feed and pension the tens of thousands of able-bodied Kansu men, old soldiers who have retired into private life but who are bound to spring up to arms any time Tung Fu-hsiang calls for them. Besides his treasure vaults Tung Fu-hsiang has his Arsenal also. This is now filled to overflowing with the arms and ammunition obtained from Peking during the last two years.

News has now come reporting that Tung Fu-hsiang has recently begun to call back all his loans and, also to call up all his pawnshops and wholesale drug stores. Already nearly one-half of them having been liquidated, accounts have been closed at the market to be sold to the first likely customer. All this conduct on Tung Fu-hsiang's part in Chinese eyes has its peculiar meaning, and has lately struck panic into the hearts of the merchants, bankers and traders of Shensi and Kansu provinces. In other words, it means that Tung Fu-hsiang is preparing for desperate measures which require a full treasury to a complete—men and modern arms and ammunition Tung Fu-hsiang has enough and to spare. —N.C. Daily News.

INCREASE OF ROBBERY BOUND ABOUT PEKING.

(New Press Special).
SHANGHAI, June 20th.
It appears that more and more robbers are at large round about Peking. From information received by the local mandarins at this port, we learn the Emperor has issued a decree commanding the Commandants of the Gendarmerie and the Police Provosts at Peking to vigilantly search for these robbers and to summarily behead them should they be arrested.

GERMAN EMPEROR'S SPEECH.

BERLIN, 19th June.
At a dinner which followed the regatta at Cuxhaven the Emperor delivered a speech in which he said Germany now held the "place in the sun" in East Asia uncontested, which she expressed a wish to have a few years ago. The events in China must necessarily have a fruitfully effect on the economical situation of the world. The return of the troops is a sure guarantee for the peace of the world is made secure for some years to come. The old City of Hamburg especially must feel highly gratified by the way that affairs in China have developed, as the Directors-General of the Hamburg-America-Line, Mr. Ballin, a peaceful conqueror, has won for his town new and valuable trade expansions. —Ostasiatische Lloyd.

AN ALLEGED EXTRAORDINARY DECREE.

The *Kokumin Shinbun* of the 13th inst. says:—
According to a Peking telegram, the Emperor of China has recently ordered that the records and the documents of the various *yamen* of Peking should be destroyed and burned. This extraordinary decree is interpreted in some quarters as indicating the irrevocable determination of His Chinese Majesty to carry his sweeping scheme of reform into execution. This interpretation would not seem so natural, were it in any other country. But in China, special circumstances exist that make the interpretation a very natural one. The authority attached to precedents is unduly strong in that country. Any innovation is therefore strongly condemned just because there is no precedent therefor. Under such circumstances, it is perhaps of supreme importance that those records and documents should be burned and destroyed in order to free the Government from the stubborn yoke of established precedents and customs. As for the Emperor, he has long since been known to be in favour of reform movement. His filial piety, however, forbids him to do anything against the will of the Empress Dowager. But judging from the fact of the issuance of such a decree, there is reason to believe that the views of the Empress Dowager have now been entirely changed. Should the report prove to be well founded, the Boxers ought to be thanked for their consequential influence of converting even the obdurate views of the Court of China.

A STRANGE INCIDENT AT SEA.

The Nippon Yusen Kaisha's steamer *Takagomaru*, which arrived at Nagasaki on the 16th from Chefoo, appears to have had a narrow escape from destruction, as she was fired on by a British warship outside the island of Lingding. The mail steamer left Chefoo at 3 p.m. on Wednesday week for Japan and at about 6.30 o'clock that afternoon when she was running on a course from Eddy Island to a point two miles off the Shantung promontory, two British warships, the cruiser *Terrible* and the battleship *Ocean*, supposed to have been engaged in gun practice, made their appearance off Weihaiwei. A distance of about seven miles separated the Japanese steamer from the two warships. One of the passengers who was watching through his glasses the movements of the British vessels remarked that the battleship was preparing to fire. Shortly after this a shot fell into the water at a distance of 200 yards from the steamer on her starboard side. The steamer proceeded on her way, but one of the foreign passengers addressed the officers to display the ship's flag in order to show the nationality of the vessel. This advice, however, was not followed. The vessel had covered another three miles when the passenger who was watching through his glasses, stated that the battleship was again preparing to fire. This time the huge shot came much closer and fell about one hundred yards from the steamer. The second shot caused much consternation among the passengers, who beseeched the captain to heave-to and show his colours. This the captain did by hoisting a large Japanese flag on the main topmast. This flag was seen by the warships, which then disappeared from the scene, and the Japanese steamer resumed her journey. —Nagasaki Press.

COAL FOR AMERICAN TRANSPORTS.

The *Manila Times* says:—
The Quartermaster's Department of the Army has directed Major Hyde, Quartermaster at Nagasaki, to make every effort to procure better coal for the transports which call at that place. The necessity of coaling at Nagasaki became apparent as soon as the United States took control of Manila. It is true that coaling could be done from colliers in Manila bay, but during the typhoon season, which is now at hand, it is often impossible to bring ship and collier together with safety. Arrangements are now made to coal in San Francisco and Nagasaki, and no oftener in Manila than is necessary.

The Japanese coal is not the best, but it is found to be the most economical that can be used. It costs about \$4 a ton, while Australian coal taken to Nagasaki and resold costs about \$2 a ton, owing to the high duty placed upon coal by Japan in the interest of her own coal fields. The great drawback to the Japanese coal is the fact that it contains too much sulphur, and instead of the combustion occurring in the furnace it often goes into the pipes and is very destructive to that portion of the boilers.

THE ROYAL VISIT TO SYDNEY.

NAVAL MANOEUVRES IN THE HARBOUR.
Yesterday, says the *Sydney Evening News* of the 21st inst. there was another naval display in the harbour. The Duke and Duchess attended a party at Admiralty House, and from a specially erected summer-house on Kirribilli Point they witnessed a series of interesting naval manoeuvres. When their Royal Highnesses embarked, every ship of the Squadron was manned, a Royal salute was fired, and as they passed each ship, Jack Tars raised lusty cheers for the future King and Queen. The naval programme consisted of a review and a sham fight. Fifty warships' boats, of all sorts and descriptions, were manned and armed, the flotilla consisting of steamboats, launchers, cutters, galleys, and whalers. The operation was confined to an area bordered by Kirribilli Point, Fort Denison, and the end of the fleet of warships. First, the boats were formed into double lines to receive the Duke and Duchess. Then the boats formed up between Fort Denison and the fleet, the steamboats leading. All the boats passed Kirribilli Point, saluting in service fashion as they passed Admiralty House. After passing the point the boats re-formed, and came back over the same course, and without saluting. Then a fresh formation was taken up, and the boats came round and formed up in line with the warships. Then at a signal, the boats, armed, the largest ones with three-pounder quick-firing guns, and the smaller with rifles, attacked the fleet, and the boats with ships opening fire, and conducting a mimic battle on a scale which would have made the most of the modern naval tactics, and a nautical play, water with the envy of a diver. Then at a given signal a bugle sounded the "charge," and each boat made the best of its way to the ship it was supposed to attack and attempt to board, both the attackers and defenders firing as they went. The scene was decidedly picturesque, and likely to be long remembered by those who were spectators of it.

THE OKAPI: THE NEW MAMMAL OF THE CONGO FOREST.

That a hitherto unknown type of mammal of the size of a horse should be living in the Eastern extremity of the great Aruimi or Congo forest is one of the most astounding and unexpected discoveries of modern times, and one that must excite the heart of every naturalist, as well as the sportsman.
On the 21st of August last Sir Harry Johnston addressed a letter from Fort Portal, Tonu, Uganda, to the Secretary of the Zoological Society of London, in which he announced that he had obtained evidence of the existence in the great Congo forest of the Semliki River, midway between Lake Albert and Lake Albert Edward, of an animal of the approximate size of a horse with tawny coloured stripes upon certain portions of its skin, which could not be identified with any known living creature. The following extract from Sir Harry's letter appears in the April issue of the Society's Proceedings:—

"Reading through Stanley's 'Darkest Africa,' I noticed that he mentioned his dwarfs having a name for horse or ass, and stating that such animals were found in their forests. As the ordinary zebra type of equine steadily widens its range, this statement seemed to me a very curious one. When I entertained for months the pithy band which had been captured by a filibustering German (and the restitution of whom to their home was one of my motives for going into the Congo Free State), I questioned them on this subject, and they were very explicit; they told me they called the animal 'Oapi' (stands for a gasping sound like an aspirate or Arabic 'K'). They described it as being dun-coloured or dark grey over all the upper parts of the body, with stripes on belly and legs. As soon as I reached the Belgian port of Mbeli I began questioning my host, who at once acknowledged the existence of this animal and promised to send me where I should shoot one. They stated that it frequented the deepest parts of the forest, went usually in pairs, was dark iron-grey on the upper part of the body, and had brownish stripes on the belly and legs."

"I found the Bambula natives dwelling alongside the dwarfs called it 'Okapi.' The Belgians state that the head is very long 'et tres effile.' One man said that the muzzle was particularly effile, i.e., drawn out. At first they excited me by declaring that there was a skin lying about which I could have; eventually it was found found that the skin had been cut up by the native soldiers to be made into waist-belts and bandoliers. Two of these fragments were found and given to me, and I shall send them home to you by the first opportunity. Whatever the animal may be to which these pieces belong, it is not any one of the known zebras or wild asses; the pieces of skin unfortunately exhibited chiefly the stripes of the belly and legs. These are very irregular, with a chestnut border, and they look as though from above they emerged from a uniform dun or dark grey."

Unfortunately we did not succeed in seeing a specimen of this animal in the forest during our short stay, but one of the Congo Free State officials has promised to send me a complete skin and skull."

In due course the two bandoliers made of Okapi hide reached England, and were exhibited by the Secretary at a meeting of the Zoological Society held on December 18th, with the following note:—
"It was difficult to say exactly from what part of the body these pieces of skin had been taken, but they were probably from the shoulders and hind legs, as described in Sir Harry's letter. However, this might be, they appeared to be different from any portions of the skin belonging to the known species of zebra, and if the account given by Sir Harry of what was said by the natives on the subject was correct, would certainly indicate the existence of a new species of zebra in this part of the Congo forest or somewhere in its neighbourhood."

It will be observed from these extracts that Sir Harry Johnston with commendable prudence refrained from expressing any definite opinion as to the real nature of the Okapi. On the other hand the Secretary of the Society unhesitatingly stated that it must be an unknown species of zebra.
"It is, of course, very easy to be wise when you know, but as Sir Harry Johnston himself pointed out it was most unlikely that a representative of the horse family, all the known forms of which are essentially denizens of the open plains should be found amid the impenetrable gloom of the Aruimi forest. The elongation of the muzzle spoken of by Sir Harry is also a character distinctly foreign to the equidae. And these two points alone ought to have rendered it absolutely certain that whatever it might turn out to be, the Okapi had nothing of the zebra in its nature."

Thus matters stood till the 7th of April, when a coloured sketch of the new animal by Sir Harry Johnston himself, was exhibited at the evening meeting of the Zoological Society. This sketch—which Sir Harry desired should be handed over for reproduction in *The Graphic*—shows a somewhat horse-like animal, with a uniformly coloured body and striped legs, the stripes extending some distance up

the shoulders and thighs although absent on the belly. The type of coloration is in fact not unlike that of the Somali wild ass, although the stripes are differently coloured, more numerous and extend higher up.

But in place of the solid hoofs of the zebras the sketch shows that the Okapi has the cloven hoofs of the ruminants; and that it is in fact a hitherto totally unknown type of hornless ruminant—unknown, that is to say, among the living fauna of the world. For Sir Harry suggests that it may turn out to be closely allied to or even identical with a fossil beast from the Tertiary deposits of Greece known by the name of *Helladotherium*, which was described many years ago by Professor Gaudry of Paris; its title referring not to a place that shall be nameless, but to the country where it was first found. Till the skin and skull, which are on their way, reach England and have been carefully reported upon by competent authorities; it would, of course, be presumptuous and premature to accept or to reject this suggestion. It is, however, decidedly an ingenious one and there is nothing improbable in its turning out to be true, especially since in Greece remains of *Helladotherium* are accompanied by those of a species of giraffe, as well as by those of antelopes of an African type.

The hellad where, it may be well to observe, is a member of a group of large extinct mammals more or less closely allied to the giraffe, of which the three most remarkable types are *Sivaltherium*, *Helladotherium*, and *Brannatherium*; of the Indian sivaliks. In the males, at any rate, of these three gigantic ruminants the skull was furnished with branching horns in addition to which the sivalther possessed a pair of smaller simple horns just above the eyes. The helladotherium, on the other hand, appears to have been a hornless animal, with larger dimensions than the giraffe, but with shorter legs and neck. It is in all respects a portion of the length of the front as compared with the hind part; and the skull has likewise a considerable general resemblance to that of the latter, although with a less development of air-cells in the bones of the forehead and without an unossified space below the eye. A hornless skull from the sivaliks has been thought to indicate the occurrence of the helladotherium in India, but Dr. Forsyth Major, the most recent writer on the subject, is of opinion that it more probably belongs to the female of one of the peculiar sivalik types above named.

Very significant is the fact that a closely allied animal, *Libytherium* has left its remains in the tertiary strata of Algeria thus proving that the range of these most remarkable ruminants, formerly at any rate, extended into Africa, and that they are really of African origin. Whatever the real affinities of the Okapi may turn out to be, there seems little doubt that it indicates a type of ruminant hitherto quite unknown in the modern fauna of the world. And its discovery is another feather in the cap of Sir Harry Johnston, who has already deserved so well of his country and of zoological science.

Within our own recollection—which now extends over a considerable period—we can recall scarcely any instances of discoveries of equal interest and importance in regard to large mammals. Dr. Chailu's discovery of the Gorilla excited, it is true, an extraordinary amount of interest in the early sixties; but this is a gigantic chimpanzee rather than a new type of creature. Perhaps the nearest approach in point of interest to the present discovery was that of the giant panda (*Uropus*) of Eastern Tibet by Pere David, which also took place during the sixties.

So soon as further information with regard to the Okapi is available, we shall endeavour to present it to our readers with the least possible delay. —Asian.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.763
Thermometer 80.7
Humidity 83.0
Rainfall 16.496

TO-DAY.

Barometer 29.74
Temperature 85
Humidity 73
Rainfall 64

TO-DAY.

Wednesday, 26th June, 1901.
Chinese—17th of 5th moon of 27th year of Kwang-su.
Sun—Rises 5hr. 19min.
Sets 5hr. 45min.
Moon—First light 5hr. 40min.
High water—Morning 5hr. 30min.
Afternoon 5hr. 12min.
Low water—Morning 11hr. 40min.
Afternoon 10hr. 20min.

ANNIVERSARIES.

1843—Charter of Hongkong read at Government House.
1858—Treaty between England and China signed at Tientsin.
1863—Subsidary coins obtained from England.
1875—Li Hung Chang appointed to inquire into the murder of Margary.
1886—The *S.S. Compton* lost on a voyage to Manila.
1897—Eruption of Mayon Volcano, Luzon; 300 lives lost.
1899—Telegraph line between Labuan and Sandakan B.N. Borneo in working order.
1899—Serious riots at Kiaochow, several thousand natives attack railway, Chinese killed.

TO-MORROW.

Thursday, 27th June, 1901.
Chinese—18th of 5th moon of 27th year of Kwang-su.
Sun—Rises 5hr. 19min.
Sets 5hr. 42min.
High water—Morning 5hr. 42min.
Afternoon 5hr. 40min.
Low water—Morning 11hr. 40min.
Afternoon 10hr. 20min.

ANNIVERSARIES.

1857—Cawnpore massacre.
1858—Treaty between France and China signed.
1866—The *S.S. Prince Albert* confiscated by the British Consul and Customs at Canton.
1870—Earl of Clarendon died.
1896—Suicide of the Rev. Nestor de Castijho at Macao.
1897—Loss of the Russian ironclad *Gangut* in the Baltic.
1898—Belgian contract to construct the Luhan Railway signed. Egyptian Government refuse to allow Spanish fleet to re-coal.
1899—E. & A. S. Co.'s steamer *Airlie* grounded on Vernon Island.

AGENDA.

TO-MORROW.
11 a.m.—Public Auction by Messrs. Hughes and Hough at the Central Police Station.
Noon—E. & A. Co.'s steamer *Airlie* leaves for Australian Ports.
Noon—U. S. Co.'s steamer *Coptic* leaves Honolulu via Shanghai, etc.
Noon—N. D. L. steamer *Sachsen* with mails passengers etc., leaves for Southampton.

FRIDAY, 28th.
Daylight—N. Y. K. steamer *Hitachi Maru* leaves for Marseilles and London.
4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Sydney and Melbourne via Manila etc.
(About)—P. & O. Co.'s steamer *Malacca* leaves for Shanghai and Japan.
Cargo ex *Sunda* subject to rent.
(About)—P. & O. Co.'s steamer *Malacca* leaves for Shanghai and Japan.
5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 22nd.
Mr. Rattenbury, now in Hongkong, takes command of the *Himalaya*, the present captain goes home to bring out a new steamer.
Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer of that ship.
Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.
Mr. Gibson, chief officer of the *Haifan*, has been transferred to the *Haifan* in the same capacity.
June 25th.
Mr. Fraser ex 3rd mate of the *Diamante* is promoted and mate.
Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haifan*.
Mr. A. B. Short is acting chief officer of the *Haifan*.
Mr. C. Walker, late 3rd officer of the *Haifan*, is promoted and officer of the *Haifan*.
Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Haifan*.
Mr. Fairfield, has been appointed supernumary and officer of the *Haifan*.

June 26th.
The officers of the *S.S. Trinan* are, Captain O. Anderson, chief officer C. Webb, and A. Bum, 3rd J. Carle, chief engineer J. Runcle, and M. Murray, 3rd P. Maquire, 4th J. Smythe chief steward J. Wilson.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*America Maru*) to-morrow.
French (*Annam*) 2nd prox.
American (*City of Peking*) 4th prox.
Canadian (*Empress of Japan*) 9th prox.
American (*Gaelic*) 12th prox.
American (*Hongkong Maru*) 20th prox.

The M. & Co.'s steamer *Siam* left Singapore to-day, and is expected here on or about Wednesday the 3rd prox. in the morning.

The N. Y. K. Co.'s steamer *Hiroshima Maru* (Bombay Line) left Bombay for this port on the 25th inst., and is expected to arrive here on the 12th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

Arctura at Kowloon Dock.
Union " " " "
St. Enoch " " " "
Sussex " " " "
June " " " "
Australian " " " "
Iris " " " "
Italian " " " "
Colonet " " " "
Munchen " " " "
Sinongan " " " "

PASSED THE CANAL.

Outward—17th May—*Rhein*, *Crusader*, *Imogene*, 24th May—*Min*, *Ranshan*, *Shirley*, 28th May—*Silesia*, (German) *Agamemnon*, *Pioneer*, 31st May—*Benalder*, 4th June—*Malacca*, *Glamorganshire*, *Acilia*, *Deucalion*, *Klek*, 7th June—*Annam*, *Kawachi*, *Maru*, *Balaarta*, *Arara*, *Jupiter*, 11th June—*Kaitow*, *Kongberg*, *St. Irene*, *Eretrioz*, *France*, *Ferdinand*, *Erica*, *Galagan*, *Glenroy*, 14th June—*Bombay*, *Patroclus*, *Bras*, *Sinon*, 18th June—*Antonia*, *Indus*, *Avon*, *Maru*, 21st June—*Bingo Maru*, *Edelberg*, *Konigswald*, 14th June—*Pyrhus*, 18th June—*Stuttgart*, *Banca*, *Dresden*, *Baltavia*, *Meridian*, *Ostion*, *Silenthia*.
Arrivals at Home—11th June—*Agamemnon*, *Nakata Maru*, *Serbia*, 21st June—*Indus*, *Prinz Heinrich*.

Shipping.

Arrivals.
TOONAN, American steamer, 956, J. Blenheim, 25th June, Shanghai 22nd June, General.
—C. M. S. N. Co.
SACHSEN, German steamer, 5,026, H. Supmer, 26th June, Yokohama 15th June, and Fochow 24th, Mails and General.
Melchers & Co.
HONGKONG, French steamer, 719, J. Pannier, 26th June, Haiphong 23rd June, General.
—A. R. Mart.
WHAMPOA, British steamer, 1,110, M. E. Laver, 26th June, Canton 25th June, General.
Butterfield & Swire.
CATHARINE APCAR, British steamer, 1,730, J. G. Offent, 26th June, Calcutta 8th June, Penang and Singapore 20th, General.
David Sassoon, Sons & Co.
CHINGTO, British steamer, 2,260, J. E. Williams, 26th June, Wei-hai-wei 21st June.
JAGUAR, German gunboat, 1,000, Berger, 26th June, Pakhoi 24th June.
ITRIA, British transport, 5,400, C. Hugil, 26th June, Calcutta 27th May, Troops—Indian Marine Office.
KACHIDATE MARU, Japanese steamer, 3,436, S. Fujiki, 26th June, Kuchinotzu 21st June, Coal—Mitsui Bussan Kaisha.
ROSETTA MARU, Japanese steamer, 3,800, N. Tate, 26th June, Japan 22nd June, General—Nippon Yusen Kaisha.
HITACHI MARU, Japanese steamer, 3,826, G. Anderson, 26th June, Yokohama and Moji 22nd June, General—Nippon Yusen Kaisha.
CHOWTAI, German steamer, 1,115, A. Muller, 26th June, Bangkok 20th June, Rice and Timber—Butterfield & Swire.
SILESIA, German steamer, 3,138, T. Bahle, 26th June, Singapore 21st June, General—Siemssen & Co.
TAI LEE, German steamer, 828, T. Calender, 26th June, Saigon 21st June, Rice—Nippon Yusen Kaisha.

Clearances at the Harbour Office.

La Rhone, French str., for Canton.
Clara, German str., for Hoihow.
Kongnam, British str., for Canton.
Loongang, British str., for Manila.
Clam, British str., for Singapore.
Empress of India, British str., for Shanghai.
Docks cleared.
June 26, *Bayern*, German str., for Shanghai.
June 26, *Hunan*, British str., for Shanghai.
June 26, *Hanoi*, French str., for Haiphong.
June 26, *Haiphong*, British str., for Haiphong.
June 26, *Katsu*, British str., for Canton.
June 26, *Alachon*, British str., for Singapore.
June 26, *Pulaka*, British transport, for Taku.
June 26, *Wingate*, British str., for Canton.
June 26, *Toonan*, British str., for Canton.
June 26, *Empress of India*, British str., for Vancouver.
June 26, *Taiyuan*, British str., for Foochow.
June 26, *P. C. C. Kiao*, Ger. str., for Swatow.
June 26, *Sandakan*, German str., for Kudat.
June 26, *Loongang*, British str., for Manila.

PASSENGERS—Arrived.

Per *Hongkong*, from Haiphong—3 Missionaries, and 17 Chinese.
Per *Catherine Apar*, from Calcutta, &c.—Mr. J. R. Halifax, Mr. and Mrs. Catio, Mr. J. Roberts, 280 Chinese and 8 Indians.
Per *Sachsen*, from Yokohama—Mr. and Mrs. Grote, Messrs. E. Geog. Tan, Ching Tsun, Mrs. Gore, Mrs. Maitland, Mrs. Jackson, Messrs. J. M. Forbes, J. W. Brooks, M. William, J. C. Rampini, C. B. Rickmann, Mr. and Mrs. Weatheron, Mr. and Mrs. Macgregor, and Mr. E. A. Grigson.
Per *Hitachi Maru*, from Japan—Mr. F. Henderson, 4 Chinese and 5 Japanese.
Per *Silesia*, from Singapore—269 Chinese.

Departed.
Per *Bayern*, for Shanghai—Messrs. J. Oppenheim, S. Fidorush, F. S. Rapp, Z. Shapiro, H. Mandi, Mr. and Mrs. S. Monies, Mr. and Mrs. N. Zabarsky, Mr. and Mrs. A. Witenzen, Masters Francisco Guedes and Florindo Guedes.
Per *Empress of India*, for Shanghai—Messrs. Geo. Samison and W. F. Tyler. For Nagasaki—Messrs. J. Molloy, and D. Macdonald. For Kobe—Messrs. J. F. Buff, and F. B. Shelly. For Yokohama—Surg. Geo. Gibson, Major H. S. King, Lieut. W. T. Caulfield, Sir J. W. Carrington, Miss Carrington, Messrs. H. E. Worral, A. Humphreys, and J. Lacock. For Fochow—Messrs. Geo. Thoms, C. Andrus, Mrs. G. Hamlin, and L. D. McNulty. For Minneapolis—Mrs. J. W. McKean and two children. For Portland—Mr. H. R. Lewis. For London—Messrs. H. E. Allen, J. E. Eastwood, D. Miller, W. P. Owen, Mr. and Mrs. H. S. Westcott, Mr. and Mrs. D. Cuyalt, Mr. and Mrs. G. W. McEwen Bremner, Mr. W. T. James, Prof. and Mrs. Nevill, Mr. C. J. Lafrentz, Mr. and Mrs. C. Le Bas Rickman, Misses Rickman and Chadwick. For Liverpool—Misses Russell and Polson. From Yokohama for London—Major H. Woolbert.

SHIPPING REPORTS.

Capt. J. Blenheim, of the steamship *Toonan*, from Shanghai, reports:—Fine passage throughout.

Capt. J. G. Offent, of the steamship *Catherine Apar*, from Calcutta, Penang and Singapore, reports:—Fine clear weather, light variable winds and smooth sea throughout.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
KAWACHI MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 5th July, at Daylight.
IDZUMI MARU M. J. Camew	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU J. B. McMillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU T. Murai	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PROPOSED SAILINGS FROM HONGKONG.	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 17th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," &c., between

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (Or.) on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

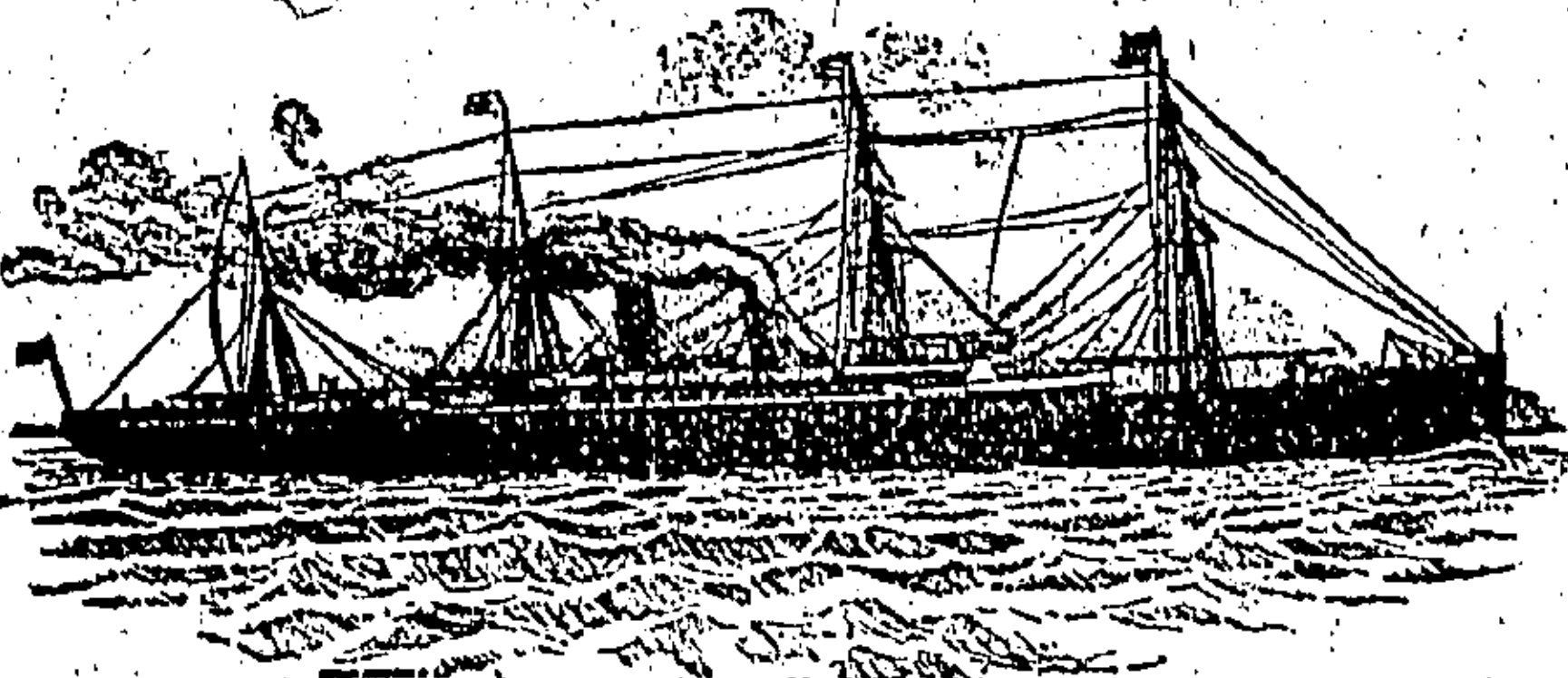
For through Rates of Freight and further information communicate with or apply to

ALLAN CAMERON,
General Agent.

SHEWAN TOMES & CO.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

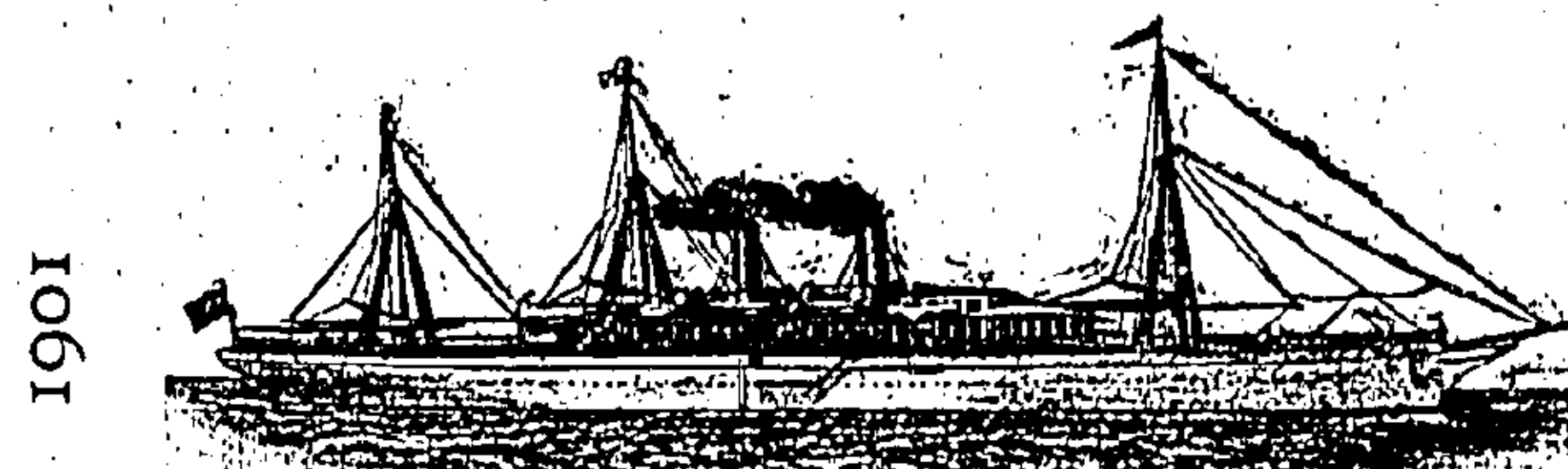
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 24th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA...Schmidt	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. } Freight.
WUERZBURG...Schneider	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA...v. Dohren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.	"WHAMPOA"	28th instant.
MANILA.	"SUNGKANG"	28th instant.
ILOILO and CEBU.	"CHIKANG"	29th instant.
YOKOHAMA, KOBE and MOI.	"TATIAN"	2nd July.
BRISBANE, SYDNEY and MELBOURNE.	"TATIAN"	6th July.
MANILA.	"TATIAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TATIAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL.	"PELEUS"	27th June.
"	"DEUCALION"	30th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.	"PROMETHEUS"	15th July.
LIVERPOOL (DIRECT).	"ALCINOUS"	23rd July.
(Taking Cargo at LONDON RATES.)	"GLAUCUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 25th June, 1901.

NIPPON YUSEN KAISHA. EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU"

(3,411 Tons Gross, Captain N. Tate), will be despatched for the above Port, on FRIDAY, the 28th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA,
Manager,
NIPPON YUSEN KAISHA,
Hongkong, 21st June, 1901. [565c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE"

Captain Ramsay, will be despatched as above on FRIDAY, the 28th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers,
Hongkong, 24th June, 1901. [561c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLEN" LINE OF STEAMERS.

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.
Hongkong, 29th May, 1901. [579c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 24th June, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th June, 1901. [321c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI"

Captain J. Rafferty will be despatched as above on or about the 10th July.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 14th June, 1901. [529c]

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK"

Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.
Hongkong, 18th June, 1901. [644c]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

Captain Williams will be despatched for the above Port, on or about the 1st August.

For Freight, apply to

SHEWAN TOMES & CO.,
Agents.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE"

Captain St. John George, will be despatched as above TO-MORROW, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th June, 1901. [594c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.

Hongkong, 28th May, 1901. [10]

To be Let.

TO LET.

POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to

J. W. NOBLE.

Hongkong, 6th March, 1901. [527c]

TO LET.

FOR Three Months, from 20th JUNE, a FURNISHED HOUSE at KOWLOON.

Apply to

"F.Z." C/o This Office.

Hongkong, 12th June, 1901. [621c]

Notice of Firm.

NOTICE.

WE have this Day authorized Mr.

WILHELM NAGEL to SIGN our FIRM per Procuration.

LEOPOLD SPATZ & CO.

Hongkong, 17th June, 1901. [637c]

For Sale.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS.

Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [565c]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAFFERTY'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAILMER'S PATENT MOTOR

LAUNCHES,

&c., &c.

Solara, U.S. cruiser, 5,000 tons, Comdr.

3,392 h.p., Comdr. C. S. Sperry, at Manila.
Ventemile, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. C. E. Ide, at Manila.
Zafro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Camilli, Shanghai.
Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
Stromboli, Italian cruiser, Capt. Carlo Negri, Shanghai.
Fierroli, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.
Venerio Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.
Asama, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.
Suji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Atsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.
Atsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Adachi, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Yongu, 2nd class, 4,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.
Iiyeyi, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.
Seteyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Craiseurs.

Asagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.
Chikaho, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.
Kushki, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.
Asahino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.
Yamato, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Kachiko, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Keelung.
Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.
Atsukago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.
Yuma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.
Asami, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.
Atsuta, protected cruiser, 1st class, 2,300 tons, 19 guns, 2,800 h.p., at Yokosuka.
Yokosuka, protected cruiser, 1st class, at Manila.
Iiyako, 2nd class, 1,800 tons, 14 guns, 5,000 h.p., at Taku.
Takan, 2nd class, 1,700 tons, 15 guns, 2,400 h.p., Capt. Matsuide, Japan.
Yegumi, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.
Atsuki, 3rd class, 1,300 tons, Capt. S. Masui, 12 guns, 2,887 h.p., at Japan.
Asagi, cruiser, at Taku.
Yayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takanochi, at Japan.
Yokosuka, 1,900 tons, 10 guns, 1,600 h.p., at Yokosuka.
Atsuta, 1,480 tons, 10 guns, 1,600 h.p., at Saseho.
Atsuta, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.
Atsuta, 1,550 tons, 10 guns, 1,105 h.p., at Fusan.
Atsuta, 1,360 tons, 10 guns, 1,125 h.p., at Manila.
Atsuta, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Shima, 640 tons, 10 guns, 1,200 h.p., at Saseho.
Atsuta, 620 tons, 10 guns, 700 h.p., at Kure.
Atsuta, 620 tons, 10 guns, 700 h.p., at Taku.
Atsuta, 620 tons, 10 guns, 700 h.p., at Kure.
Atsuta, 620 tons, 10 guns, 700 h.p., at Taku.
Atsuta, 572 tons, 4 guns, 400 h.p., at Saseho.
Atsuta, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Atsuta, 490 tons, 5 guns, 472 h.p.
Atsuta, 490 tons, 5 guns, 472 h.p.
Atsuta, 490 tons, 5 guns, 472 h.p.
Atsuta, 500 tons, 9 guns, 455 h.p.
Atsuta, 500 tons, 9 guns, 455 h.p.
Atsuta, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Atsuta, 875 tons, 5 torpedoes, 5,500 h.p., at Yokosuka.

Post Office.

Mail will close:—
 For Canton—Per *Hankow*, to-morrow, the 17th instant, at 7.30 A.M.
 For Europe, &c., India, via Tuticorin—Per *Chinchen*, to-morrow, the 27th instant, at 11 A.M.
 For Macao—Per *Huingshan*, to-morrow, the 17th instant, at 1.15 P.M.
 For Kunchuck and Samshui—Per *Tung-king*, to-morrow, the 27th instant, at 3 P.M.
 For Canton—Per *Powan*, to-morrow, the 17th instant, at 5 P.M.
 For Shanghai—Per *Whampoa*, to-morrow, the 27th instant, at 5 P.M.
 For Port Darwin, Thursday Island, Cockburn, Cairns, Townsville, Brisbane, Sydney &c. Melbourne—Per *Airlie*, to-morrow, the 17th instant, at 5 P.M.
 For Shanghai—Per *Australian*, to-morrow, the 27th instant, at 5 P.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) & Tacoma—Per *Duke of Effie*, on Friday, the 28th instant, at 11 A.M.
 For Shanghai and Nagasaki—Per *Flintshire*, Friday, the 28th instant, at 2 P.M.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Rossita*, on Friday, the 28th instant, at 3 P.M.
 For Manila—Per *Diamante*, on Friday, the 17th instant, at 4 P.M.
 For Manila—Per *Sungking*, on Friday, the 17th instant, at 4 P.M.
 For Iloilo and Cebu—Per *Chinkiang*, on Saturday, the 29th instant, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Atsuta*, on Monday, the 17th July, at 11 A.M.
 For Yokohama and Kobe—Per *Trinan*, on Tuesday, the 2nd July, at 4 P.M.
 For Brisbane, Sydney and Melbourne—Per *Atsuta*, on Saturday, the 6th July, at 10 A.M.
 For Europe, &c., India, via Tuticorin—Per *Atsuta*, on Saturday, the 6th July, at 9 A.M.
 For Manila, Port Darwin, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Taiwan*, on Sunday, the 14th July, at 9 A.M.

MRS. MCKINLEY AND THE SALT CURE.

The correspondent of the *Morning Leader* writing from New York on the 26th ult. says:—The so-called Chicago School of Medicine has gained a great victory for its theory that salt is the greatest blood medicine, and will cure most serious diseases.

It is now officially admitted that when Mrs. McKinley was at death's door in San Francisco it was decided, as a forlorn hope, to try a saline injection.

Accordingly from a vessel suspended five feet above the couch, a quart of water, at a temperature of 105, containing a tablespoonful of salt solution, was allowed to flow into the median basilic vein in the left arm. The result was sudden and efficacious.

The President and his wife are now travelling homeward.

The Chicago theory is that it is muscular, and not nervous, stimulus which causes the heart's action and that salt is the greatest stimulant of the muscle fibres.

THE DEFENCES OF GIBRALTAR.**FORECAST OF THE COMMISSION'S REPORT.**

A correspondent of the *Daily Chronicle* has supplied a forecast of what is likely to be the report of the Gibraltar Commission, showing why the professional members of it could not agree with Mr. Gibson Bowles.

In the first place, assuming guns to be at Algeiras (none appear to be there actually), it is maintained that a basin and dockyard would be very little more protected if it were on the opposite side than it is in its present position. The present mole reaches out nearly half a mile. Were that space enclosed on the other side of the Rock, it would be quite as easy to drop shells from high-angle fire guns or howitzers on most of the enclosed area as on the exposed side. Ships would have no shelter unless close under the Rock, and comparatively few could be thus sheltered.

There is no reason, moreover, why the Spaniards should select Algeiras at all. Any intelligent gunner would naturally select the Queen of Spain's Chair, whence both sides of the Rock could be shelled with impunity, so that one side is no safer than the other. This, our correspondent says, the Commission will point out.

It is probable that they will further draw attention to the fact that to safety from gunfire is to be obtained, save by making an enormous cave, a stupendous and well-nigh impossible feat. Failing that, Gibraltar must rely on its superior return fire, and the fact that to do any serious damage would entail the expenditure of a vast amount of ammunition—more, probably than Spain could afford.

THE FATE OF AN ATLANTIC LINER.**RELATED MESSAGE OF TRAGIC IMPORT.**

A message from the sea of a terribly tragic character was picked up on the 23rd May in the Fifth of Forth, off Granton. It read:

Croft, Mid-ocean, Atlantic. Ship sinking fast. No hope. All hands going down. No time. Whoever gets this news send it once to my wife. Mrs. Haggart, Churchill-terrace, Edinburgh. Farewell. Waiting death now. The bottle and paper were delivered up to the Receiver of Wrecks. The message has caused a great sensation in Leith, and it will also have some effect in Newcastle, where the liner belonged. She traded between Leith and New York, and set out on her last voyage in October, 1898. A great storm prevailed in the Atlantic when she was out, and this is the first word from the liner and crew of thirty—*A. of India*.

MOTOR CARS IN FRANCE.

For years the making of motors has been held back in this country by antiquated regulations, says the *Pall Mall Gazette*. But there is the other extreme: no regulations at all. That is how they have it in France. There, the earth is the motor-man's and the people thereof. These hopeless, benighted creatures, who go about as nature intended them to do, on foot, in the supposed security of the country lanes, have of course only themselves to blame if they barely escape with their lives. One of the competitors in the Gordon-Bennett contest, which is taking place in France next month, has just been for a trial trip from Paris to Le Tréport. He took an hour less to do it than the Rapide and travelled at seventy miles an hour. He casually remarks that the villagers en route were terrified, which is very absurd and unreasonable of them. It only shows how the rustic mind fails to appreciate *le sport*. Probably, too, they had the dulness to object to the dust-cloud, two miles long, which followed the track of the motor, and they may even have reflected on the odour of the beast, which is generally not as agreeable as it is carried on with us. In his proposed settlement of the French Shore question, therefore, Mr. Chamberlain will have to consider how the British colonies in North America are to be preserved from the effects of the competition which St. Pierre makes possible, how British interests are to be upheld and British rights safeguarded, whilst this French outpost exists at our door, with its opportunities for injury unimpeded. Mr. Peter McGrath tells the story of St. Pierre in the June number of the *Pall Mall Magazine*. "To see in full working order the machinery by which this end is sought to be attained, one needs to visit St. Pierre in summer, during which time the fishing industry is at its height. Then the population of the little town is swollen by four thousand French fishermen brought over from St. Malo, Dieppe, and other ports to man the banking fleet, chained up in the Piorra harbour all the winter. Many a ship never comes back from the Newfoundland Banks; danger is ever present with them. Sudden storms arise, huge waves overleap the bulwarks and fall on the decks of the frail craft, and before the cables can be cut, down they go to the bottom! Ocean liners racing along dash upon them through the fog, and cut clean through, them, leaving the crew to perish miserably, for often the shock of collision is not, felt on the steamers. Dorymen get away in the fog, lose their ship, drift about helplessly, and eventually go mad and jump overboard. Vessels making for an anchorage on the Banks, strike an iceberg, and one or two frost-bitten survivors may live to tell the tale. Therefore St. Pierre has

THE REMNANT OF AN EMPIRE.

This is St. Pierre, the tiny French colony, which remains as a thorn in the side of Newfoundland and a source of vast mischief to Canada, with which the smuggling traffic is now being conducted that could not be carried on with us. In his proposed settlement of the French Shore question, therefore, Mr. Chamberlain will have to consider how the British colonies in North America are to be preserved from the effects of the competition which St. Pierre makes possible, how British interests are to be upheld and British rights safeguarded, whilst this French outpost exists at our door, with its opportunities for injury unimpeded. Mr. Peter McGrath tells the story of St. Pierre in the June number of the *Pall Mall Magazine*. "To see in full working order the machinery by which this end is sought to be attained, one needs to visit St. Pierre in summer, during which time the fishing industry is at its height. Then the population of the little town is swollen by four thousand French fishermen brought over from St. Malo, Dieppe, and other ports to man the banking fleet, chained up in the Piorra harbour all the winter. Many a ship never comes back from the Newfoundland Banks; danger is ever present with them. Sudden storms arise, huge waves overleap the bulwarks and fall on the decks of the frail craft, and before the cables can be cut, down they go to the bottom! Ocean liners racing along dash upon them through the fog, and cut clean through, them, leaving the crew to perish miserably, for often the shock of collision is not, felt on the steamers. Dorymen get away in the fog, lose their ship, drift about helplessly, and eventually go mad and jump overboard. Vessels making for an anchorage on the Banks, strike an iceberg, and one or two frost-bitten survivors may live to tell the tale. Therefore St. Pierre has

many widows and orphans, and the territory is helped from the colonial funds, while the fish develop into beach-boys, and the tasses into fisher-girls and seafarers' wives, to have the same tragedy enacted over again. A few vessels, with fewer than six hundred men, continue to fish on the west coast of Newfoundland, and because of them the development of that region was prevented by the Imperial Government, while the French banking fleet invades our market with its bounty-fed catch of cod. St. Pierre thus interferes with us in two ways, and the smuggling so generally practised there forms a further detriment to our interests."

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ajwlin, Miss Agathe, G. Allan, Mrs. W. J. Andrew, Miss Anderson, Mrs. Arnold, Miss Anderson, J. M. Aherin, J. Atheron, A. L. L. Buissind, W. T. Burroughs, Miss C. Byrre, A. C. Boyd, Mrs. J. E. Bowrou, J. E. Blass, A. Burden, A. Bliss, Burke, Miss Bennett, E. F. Baydon, P. Beye, C. B. Bales, H. Budge, J. Barton, Miss A. C. Bishop, W. C. Cowie, E. H. Craig, J. Carrington, J. C. Carsson, A. Cruz, D. B. Cary, W. H. F. Conrie, J. Caffrel, E. Carlton, P. Carrington, Miss Dunbar, T. E. Deas, W. P. Duncan, D. Dingeldin, A. Don L. La. Deas, C. L. Freeman, Miss V. W. Foot, Capt. F. Fagen, O. Forest, Miss A. Fernandes, C. Field, H. C. Forster, Dr. Feinold, F. L. Griffin, C. Grandt, H. Goicuria, Sr. A. Godwin, Mrs. Gray, J. C. Granger, E. Hallard, F. J. Hay, Rev. N. E. Hark, G. Hark, S. B. Henderson, W. H. Heaney, Mrs. Hakata, G. Harper, A. H. Hughes, E. Hill, Depdt. Hughes, Mrs. Hennings, R. Irwin, C. W. Johnson, J. Jeffery, Rev. M. J. Johnson, R. Johnson, R. Johnson, Hon. H. C. B. Jones, Dr. Kirk, Dr. R. King, G. G. Kirk, A. R. Korster, Mrs. O. W. Laglaize, L. Lohar, A. Larkin, A. Leon, C. de Lebrun, H. Lee, Miss D. Lockhart, Mrs. C. Lorett, P.

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List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Heckerheim. Nijewoo Chiong. Bruff Comedy. Piman. Butler Duncan Pignall. Powles. Cheebongang. Sham. Ghingai. Steamship *Windland*. Duncan Chieny. Samsanuen. (Two Telegrams). Takmakoff. Dobell Welsh Fusiliers. Thk. Honjo. Toksham. Ingsanlee. Turgens. John Wheeler. Watanabe, Messagerie. Kaibing. Yuenmow. Kongyuenhong. 5233, 3266, 3964, 2875. (Two Telegrams). 1311, 2950 (Wingon). Kwongsiung. Tai, West Point. Laihouyuen. 0651, 3037, (Nain Wan). Lapraik. 0208, (Sweet Keechan). 5502, 7127 (Manloong). 2688, 5283 (Wing Kee). (Two Telegrams). 6436. Matthews, Joseph, Torpedo Depdt. 3459, 4713, 5002 (Kan Nahan, Hok Chau).

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NOTICE OF REMOVAL. I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET. H. RUTTONJEE, 5, D'Aguiar Street. Hongkong, 27th April, 1900. [34]

JUST OPENED. A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself. H. RUTTONJEE, 5, D'Aguiar Street and 22 & 23, Egin Road, Kowloon. Hongkong, 16th April, 1901. [34]

THE NEW FRENCH REMEDY. THERAPION. This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed. THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless. THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains, and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body. THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated. THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 1/6. In ordering, the purchaser should note which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) and is every genuine package by order of Her Majesty's Home Commissioners, and will out which it is a forgery. Sold by A. E. WATSON & Co., Limited, Hongkong, China and Manila. [657c]

THE P. & O. S. N. Co.'s Steamship "SUNDA" FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:—From London, &c., ex S.S. *Oceana* and *Perla*. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY. Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE, Superintendent. Hongkong, 21st June, 1901. [15]

NORTHERN PACIFIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES. STEAMSHIP "QUEEN ADELAIDE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND VLADIVOSTOCK. The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & Co., LIMITED, Agents. Hongkong, 21st June, 1901. [4]

THE Steamship "FLINTSHIRE." Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 22nd June, 1901. [557c]

Relieves the scaling, pain at once and cures all discharges from the genital-urinary organs in either sex in 48 HOURS. Santal Midy is a specific for Cystitis. Unlike the usual Bazarin, it is superior to all other remedies, and causes no inconvenience. Beware of imitations. Back by Capsule 7 bears the name I. RUE WILLENE, PARIS.

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